

With the WESTERN ARMY

The Campaign of 1864.

By GEN. GREEN B. RAUM.

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May 3, 1864, was the day fixed by Gen. Grant for all the armies to open hostilities.

That part of Gen. Sherman's army which was to operate directly against Johnston's forces near Dalton, Ga., was stretched out from Decatur, Ala., through Huntsville, Tenn., to Knoxville, Tenn. Gen. Sherman issued his orders for the concentration of his forces to begin May 1 at 6 o'clock a. m. At the appointed hour the movement began.

The Third Division, Fifteenth Corps, Gen. John B. Smith commanding, was assigned the duty of guarding the Memphis and Charleston Railroad from Decatur, Ala., through Huntsville, Tenn., to Knoxville, Tenn. The 17th Iowa, Col. Clark R. Weaver commanding, was stationed at Decatur, Ala., and the 56th Ill., Lieut.-Col. Hall commanding, was stationed at Mud Creek, a short distance southwest of Stevenson.

Gen. Smith kept his headquarters at Huntsville. I was ordered to hold the railroad east from Brownsboro, where I then occupied with the 10th Mo., commanded by Col. P. C. Deimling, who was directed personally to guard a portion of the line between Brownsboro and place Lieut.-Col. Hall with a strong force at Paint Rock, with intermediate stations. I established the headquarters of the 10th Mo. at Paint Rock, with the 8th Ohio, Lieut.-Col. Metham commanding. The 17th Iowa, Col. Clark R. Weaver commanding, was stationed at Decatur, Ala., and the 56th Ill., Lieut.-Col. Hall commanding, was stationed at Mud Creek.

The three regiments which were to move eastward from Huntsville were to go by rail. The 56th Ill. was stationed at Whitesburg, on the Tennessee River, six miles south from Huntsville. A fine macadamized road connected the two places, Whitesburg being the steamboat landing for the Tennessee River. The 17th Iowa and 8th Ohio were to move by rail, and the 56th Ill. was to move by stage. The three regiments were to move by stage, carrying with them necessary camp equipment for temporary use until the railroad could be reached. The public road would reach them.

McPHERSON'S SOLICITUDE.

During this busy scene Gen. McPherson rode up to the depot. He was pleased with the prompt and active movements which were going on before him. Gen. McPherson engaged me in a conversation in regard to the importance of the duty assigned to me. He said that he was anxious that the rebel forces would undoubtedly undertake to destroy the railroad and throw trains from the track. He said that the success of the campaign depended on maintaining the single line of railroad as we were compelled to rely on it to transport food and ammunition to the army.

I assured Gen. McPherson that I would guard the railroad as thoroughly as it could be done with the force in hand; that I would fortify all important points and police the entire line under my control every hour, day and night.

His last injunction to me was to prohibit in orders citizens from approaching the railroad track or walking on the same, except at stations, warning them that they would be fired upon if they noticed if found loitering along or upon the railroad.

After this interview I parted with Gen. McPherson and rode to see him again. He was killed July 22, 1864, in the battle of that date south of Atlanta.

Our trains moved out in good time and proceeded eastward to their place of distribution. We passed through the mountains, marching toward Chattanooga. The Spring was upon us. We were proceeding through a well-improved and beautiful country. Every soldier enjoyed the change from camp life to the active life of the campaign. Their spirits were buoyant, they were full of health and strength, and ready to perform any military duty that their great leader might enjoin upon them.

Gen. Thomas was to occupy the center. On May 4 he was at Ringgold, 18 miles from Chattanooga, his right at Lee's Tannard and his left at the army. Gen. Schofield had reached Red Clay, and was closing up on Thomas's left, while McPherson's advance was near Gordon's Mill, followed closely by the balance of the Army of the Tennessee.

THE ARMY MOVES SOUTH.

On May 5, the day set by Gen. Grant to open the campaign, Gen. Sherman rode to Ringgold and took up his headquarters. On May 6, McPherson and Schofield took their positions connecting with Gen. Thomas upon the right and left. On May 7 Gen. Thomas moved forward upon Tunnel Hill, where he found a strong picket guard of the enemy, which he drove off and took possession of Tunnel Hill and of the railroad tunnel, which was left intact and unharmed.

From the top of Tunnel Hill Gen. Sherman and Thomas had a fine view of the country south of them. The gorge which Mill Creek flows, and through which the railroad to Atlanta is built, is known as Buzzard's Roost. This gorge passes through a gap in the mountain, with steep and rugged cliffs, and is known as "Rocky Face." Gen. Johnston had thrown a dam across this gorge, making a lake which effectively obstructed the road. On each side he had placed batteries on the cliffs, and had constructed extensive works, which were occupied by his army.

The position was naturally strong, and when fortified, under the directions of a man trained in the art of war as was Gen. Johnston, it was practically impregnable.

Before moving to the front of Rocky Face, Gen. Sherman foresaw that a direct attack would be impracticable. He had therefore planned a movement to the rear of Johnston's army. This movement was entrusted to McPherson, who marched down through the country west of the mountain range, with the force of 22,000 men, and on the morning of May 9 found the entrance to Snake Creek Gap undefended and the roadway unobstructed. He marched into and through the gap, making no resistance. When he reached the open country he met a brigade of Wheeler's cavalry, which had been sent down from Dalton to hold the gap, but they arrived too late to interfere with Gen. McPherson's movements. McPherson promptly threw forward a portion of Gen. Dodge's command, who drove the enemy, after a brief skirmish. Gen. Dodge marched forward with his command toward the railroad.

He moved upon Resaca and developed a considerable force in the works. He was met by a strong skirmish line and an ar-

tillery fire from the forts. Lieut.-Col. Phillips was dispatched with his mounted regiment to strike the railroad further north. He reached a point on the railroad near Tilton, and tore down the telegraph wires, but was met by a Confederate force and was unable to destroy the railroad track. After skirmishing until nearly dark, Gen. McPherson withdrew his forces and took a position for the night between Sugar Valley and the east end of the gap.

Gen. McPherson informed Gen. Sherman by courier of his success in reaching the rear of Johnston's army and of his action of May 9. On the morning of May 10 he had his engineers select a line for fortifications, and a large force of men worked all day upon these defenses. In the meantime Gen. Kilpatrick reported with his cavalry to McPherson. Gen. Williams moved up to the west end of the gap with his division of infantry, and Gen. Garrard reached Villanow with his cavalry, while Gen. Hooker was on his way to support McPherson.

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battle at Resaca. All day long the entire line of Sherman's forces pressed at all points the road of canyon and the battle of musketry was almost continuous; the rebel forces, acting entirely on the defensive, held their works with great gallantry. Late in the afternoon McPherson moved his whole line of battle forward, seizing a ridge which overlooked the town. The railroad bridge and the wooden bridge over the Oostanaula River were in full view, and became targets for McPherson's artillery. Gen. Johnston sought to regain this lost ground; his troops made a number of gallant assaults upon McPherson's line, but were each time repulsed with heavy loss. Gen. Howard, with the Fourth Corps, had followed Gen. Johnston down from Rocky Face and was in line on the left. Gen. Stoneman's Division of Cavalry had also put in an appearance, and formed on the left of Gen. Howard east of the Comusaga River.

On the afternoon of May 15 Gen. Johnston realized that he was confronted by a superior force, and that his line of retreat across his bridge was likely to be destroyed, so on the night of that day he withdrew his army from Resaca and set the bridges on fire.

While Gen. Johnston lost heavily in killed and wounded in the battle of Resaca, he withdrew his army in good order, saving all of his artillery and supply trains. The line of retreat was southward along roads parallel with the railroad.

Gen. Sherman took possession of Resaca at daylight, May 16. The Union loss in this battle was 600 killed and 3,475 wounded.

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Marvellous Achievements of Crescens. With Record of 2 minutes 2 1/4 Seconds.

That Little Mix-Up at Fort Gregg.

The Lively Part Taken by the 10th Corps.

EDITOR NATIONAL TRIBUNE: I desire to state through your columns the part taken by the 10th Corps in the capture of Fort Gregg on April 2, 1865.

During the night of April 1 the Sixth Corps had taken the first line of works defending Petersburg and several thousand prisoners, and the enemy had concentrated within the second line for their last desperate defense. The First Division of the Twenty-fourth Corps, commanded by Gen. Robert S. Foster, who now lives in Indianapolis, was given the advance on the morning of the 2d with orders to take Fort Gregg, which had been properly styled the "Key to Petersburg."

The First Brigade, composed of the 10th Conn., 24th Mass., 11th Me., and 100th N. Y., took the lead, the 10th Conn. being assigned the position of honor; Co. K, commanded by Capt. Parker, deploying as skirmishers.

Fort Gregg was the strongest of a line of detached works, was vital to Lee's position, and was defended by several regiments of infantry. The fort was surrounded by a deep ditch containing mud and water.

To reach this fort we had to charge across a field not only in the face of a well-directed fire from the fort, but also subject to a cross-fire upon both flanks. At this time I was a Corporal in the 10th Conn. A Sergeant, carrying our blue State flag, fell, wounded and Private George W. Phillips and myself gasped the colors, and I shouted: "Let our flag be the first on the fort. We will climb up the ditch and over the wall. Private Winfield F. Works, of Co. K, was the third man to come up, yelling with the shout: 'The flag is on the fort.' By this time quite a number of men had waded through the mud and in a minute joined me. The sergeant, the private, and other colors-bearers, the flag and jump in, only to fall dead on their colors.

For more than 20 minutes the obstinate enemy disputed possession with our brigade, and not until about 3 o'clock did the Division men came up on the run did we overcome the desperate defense and enter the fort, which was finally taken by using the mud and water in the ditch. Our regiment lost 118 killed and wounded—more than one-third of its number. Lieut.-Col. Goodyear fell in front, badly wounded, and has since certified that our State flag was the first one planted on the parapet.

Our Chaplain, Henry Clay Trumbull, wrote an account of the affair for one of his books. In his book, "War Memories of a Chaplain," and the Connecticut Historical Society has made a record of it. This flag was carried by the 10th Conn. and presented to it by the dear ones at home, and after the battle it was found to contain 26 bullet holes, three being in the staff and one in the hoist. The sergeant who carried the flag, and was killed, was Private Winfield F. Works, of Co. K, who was the third man to come up, yelling with the shout: "The flag is on the fort." By this time quite a number of men had waded through the mud and in a minute joined me. The sergeant, the private, and other colors-bearers, the flag and jump in, only to fall dead on their colors.

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